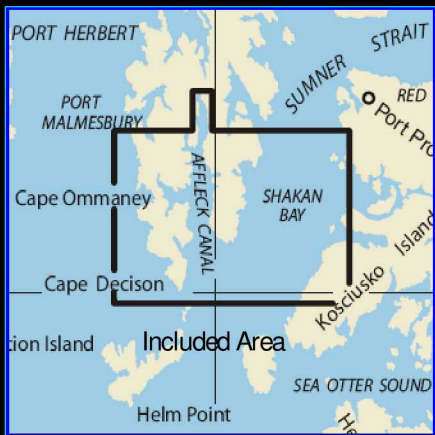


BookletChartTM

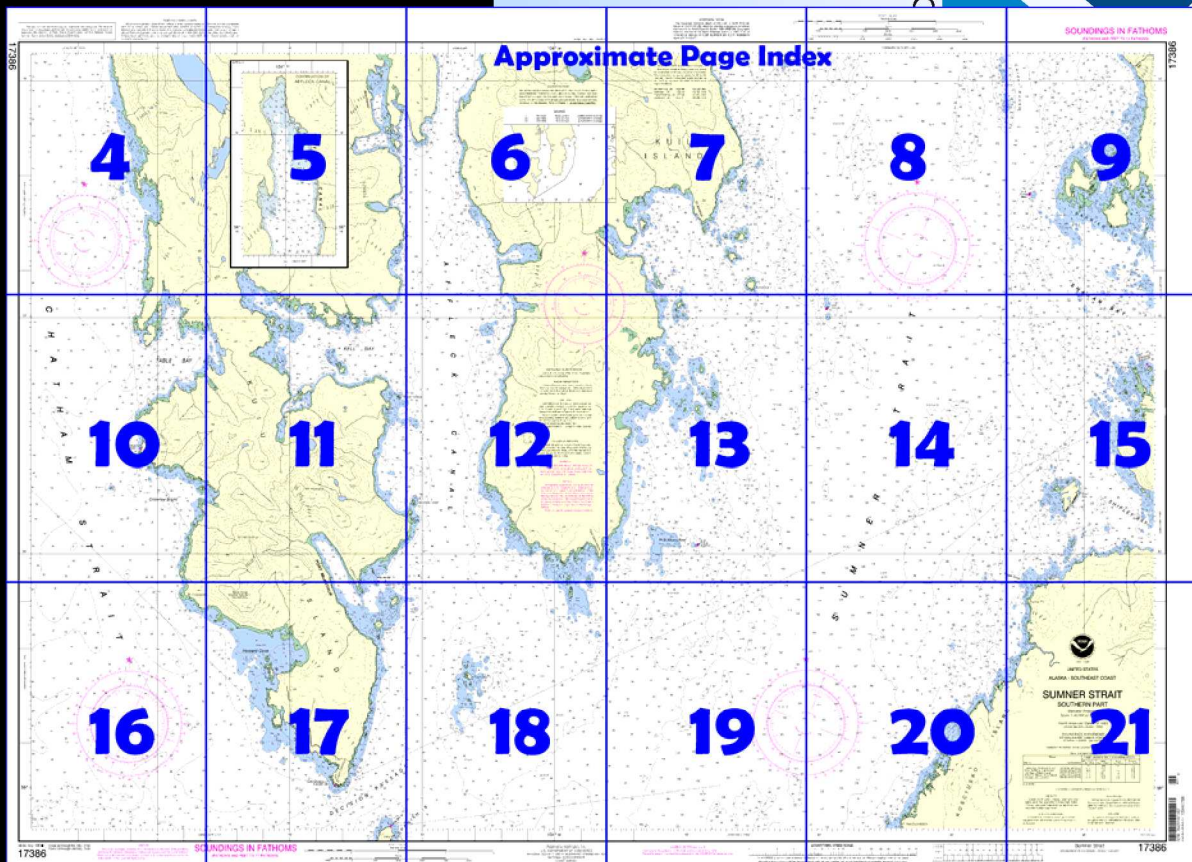
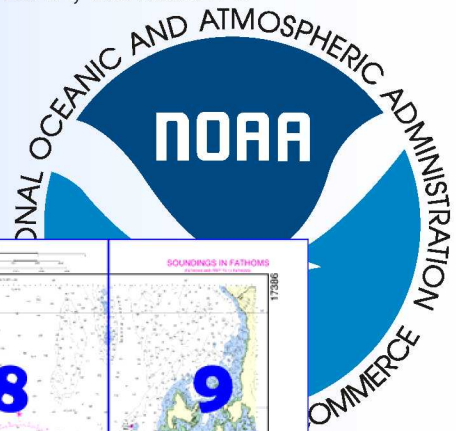
Sumner Strait – Southern Part

(NOAA Chart 17386)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 7 & 10 excerpts]

(2) **Sumner Strait** is one of the great inlets into southeastern Alaska from the sea. The strait has three entrances. The main entrance from the sea, between Coronation Island and Warren Island, is about 5.8 miles wide. Warren Channel, the entrance E of Warren Island, between it and Cape Pole, is about 1.2 miles wide and is used by vessels bound to and from Davidson Inlet and Bucareli Bay.

Decision Passage, the entrance between Cape Decision and the Spanish Islands, is about 1 mile wide and is used by vessels bound to and from Chatham Strait. These entrances are described under separate headings.

(26) **Iphigenia Bay** extends between the Maurelle Islands on the E and Coronation Island on the W, and is the approach from the sea to Sumner

Strait, Warren Channel, Davidson Inlet, Bocas de Finas, Sonora, and Arriaga Passages.

(55) **Cape Decision**, the S extremity of Kuiu Island, is a low, bare, rocky point, from which the land rises gradually to an irregular, timbered ridge.

(56) **Cape Decision Light** (56°00.1'N., 134°08.2'W.), 96 feet above the water, is shown from a white square tower on a white square building at the S end of the cape.

(57) **Decision Passage**, 1 mile wide between Cape Decision and the Spanish Islands, is used by large vessels bound from Sumner Strait to Chatham Strait or Cape Ommaney.

(61) **Fairway Island** (56°02.4'N., 134°03.1'W.), small and wooded, is on the W side of the S end of Sumner Strait about 3.6 miles NE of Cape Decision Light.

(62) **Port McArthur** is about 4.5 miles N of Cape Decision. It is protected at the entrance by a group of islands and reefs, and it affords anchorage that is not secure because large swells run to the head of the bay. For small craft the most secure anchorage is in 4 fathoms behind South Island. In bad weather the landing can be made behind the island, from where an emergency trail leads to Cape Decision Light. In 1968, this trail was reported poorly maintained and difficult to follow. The entrance to Port McArthur leads N and W of North Island and has a clear width of 300 yards between the kelp patches. Freshwater can be had from small streams at the head of the harbor.

(63) **North Island** and **South Island**, at the entrance to Port McArthur, are low and wooded, with surrounding ledges; they are about 0.5 mile apart N and S. Between them is a rocky islet and numerous rocks awash and ledges surrounded by kelp. The passages S of South Island, and between South and North Islands, are shoal and rocky and should not be attempted without local knowledge.

(69) **Affleck Canal**, the entrance to which is W of Point St. Albans and NW of Fairway Island, is 14 miles long in a N direction. The depths in general are great but very irregular, especially near the shores and at the head of the canal.

(70) **Marble Islet**, named from its formation, marks the W point of the entrance to Affleck Canal. Near it are several small islets.

(71) **Bush Islets**, on the S side of the entrance to Kell Bay, are three in number, and from 10 to 12 feet high. The two N islets are sparsely wooded. The area to the W is foul and covered with thick kelp during the summer.

(73) **Kell Bay** is about 7 miles N of Fairway Island on the W side of Affleck Canal. One mile inside the entrance and about 500 yards off the S shore is a wooded islet 10 feet high; deep water exists between this islet and the S shore of the bay.

(78) **Bear Harbor** is on the W side of Affleck Canal, about 4 miles N of Kell Bay. From the entrance to its head, it is about 2 miles long in a NW direction. The harbor has three arms; the E is deep and open to the S; the middle and W arms are sheltered and afford suitable anchorage for small vessels. The approach to these two arms is S of the island at the entrance.

(84) **Point St. Albans** is about 7.5 miles NE of Cape Decision. Rocks and heavy kelp extend 1.1 miles S, and a 3-fathom spot is 1.8 miles S of the point; heavy tide rips and swirls may be experienced off this extensive kelp patch.

(85) **Point St. Albans Reef** is an extensive foul area, about 1.6 miles ENE of Point St. Albans.

(86) From Point St. Albans to **Point Amelius**, about 7.5 miles to the N, islands and reefs extend offshore to a distance of 1.5 miles. This section of the coast is foul and marked by kelp.

(87) **Amelius Island Shoal**, a rocky shoal with a least depth of 4/4 fathoms, is about 1.8 miles ESE of **Amelius Island**, the outermost islet off Point Amelius.

(112) **Ruins Point** (56°04.0'N., 133°42.0'W.), 8 miles NNE of Cape Pole (chart 17402), is on the S side of the entrance to Shipley Bay.

Table of Selected Chart Notes

Corrected through NM May 27/06
Corrected through LNM May 23/06

Mercator Projection
Scale 1:40,000 at Lat 56° 07'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Geological Survey and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.358" southward and 6.271" westward to agree with this chart.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Table Bay, Chatham Strait	(56°10'N/134°15'W)	11.1	10.2	----	-4.0
Port McArthur, Kuiu Island	(56°04'N/134°07'W)	10.6	9.7	----	-5.0
Kell Bay, Affleck Canal	(56°09'N/134°08'W)	11.2	10.4	1.4	-4.0
Point St Albans, Kuiu Island	(56°05'N/133°58'W)	11.3	10.5	1.4	-4.0
Shakan Bay Entrance	(56°08'N/133°37'W)	11.7	10.9	1.4	-4.0

(Feb 2006)

17386

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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JOINS CHART 17376

15'

KAPP 2712

134

18'

56°

16'

CONTINUED ON CHART 17320

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H

Joins page 10

4

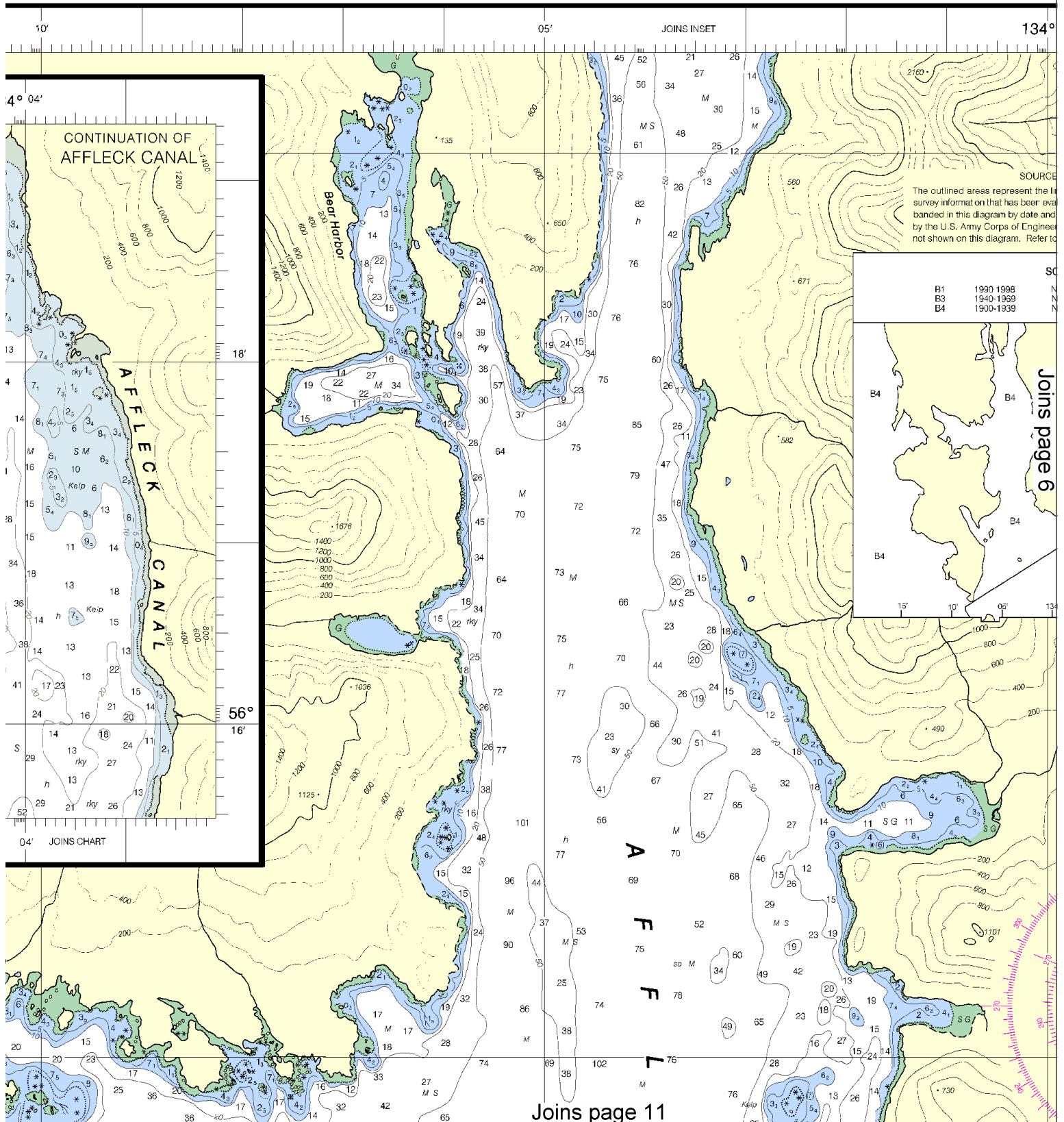


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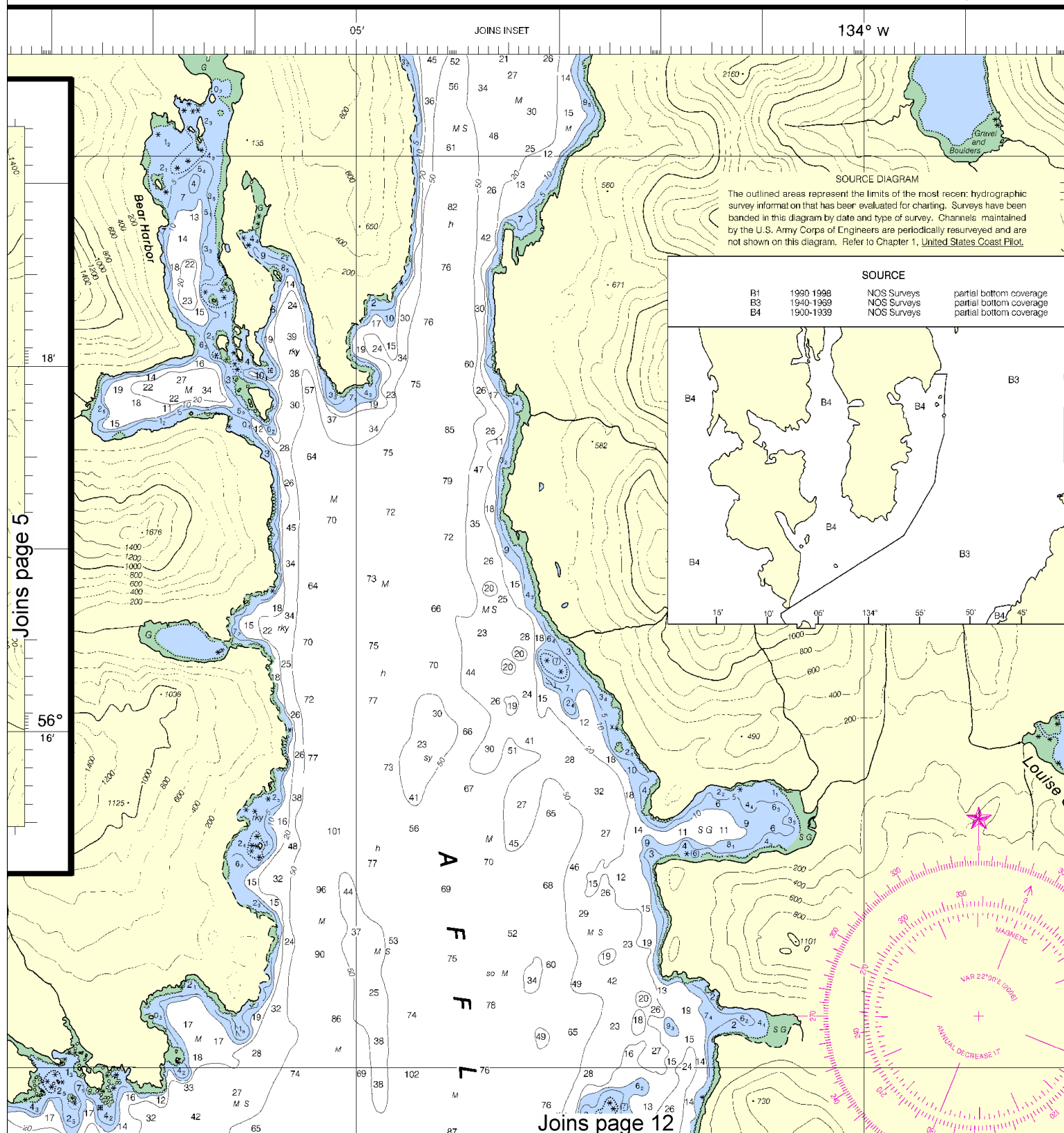
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Nautical Miles

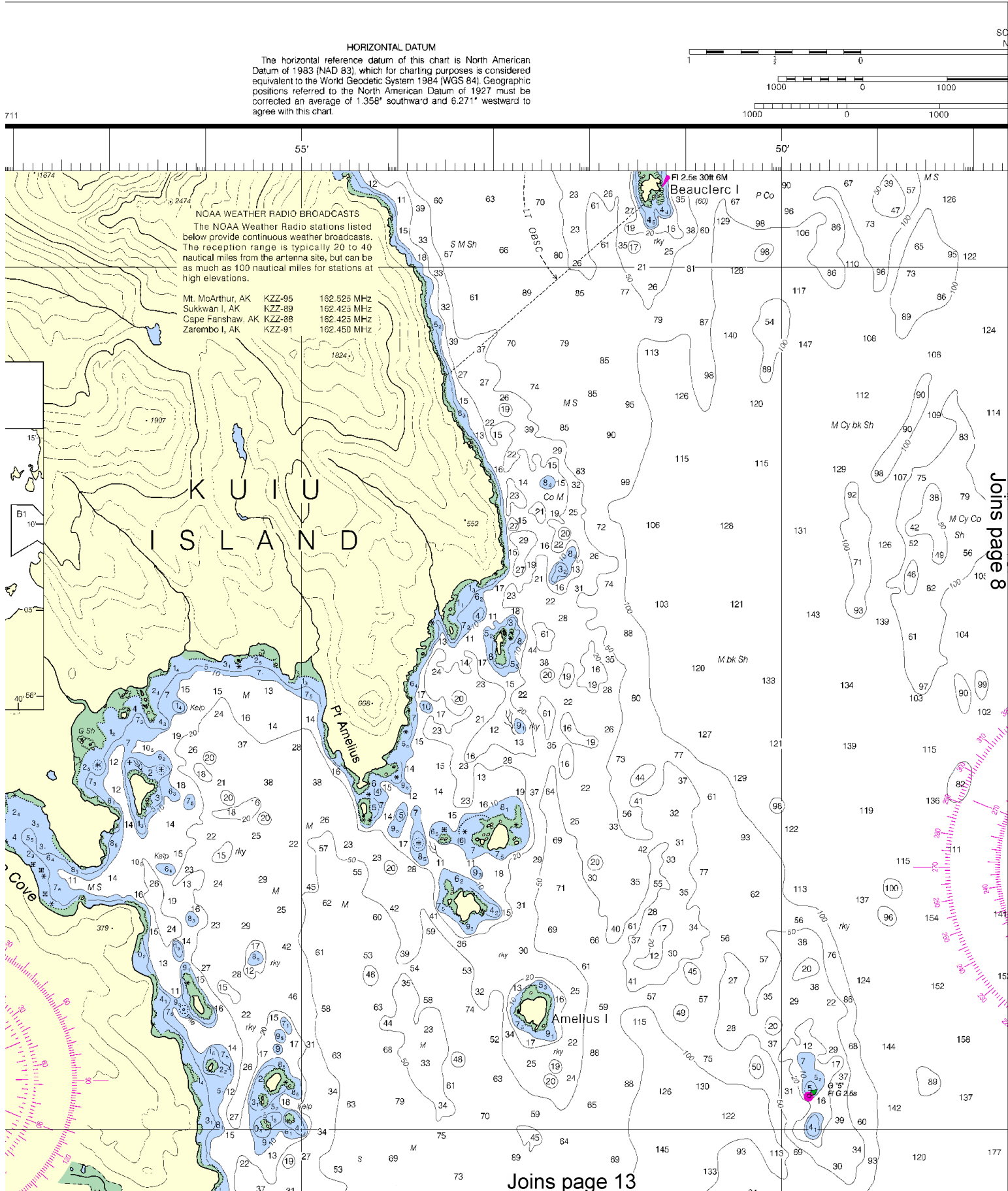
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

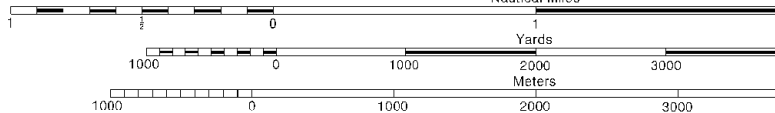




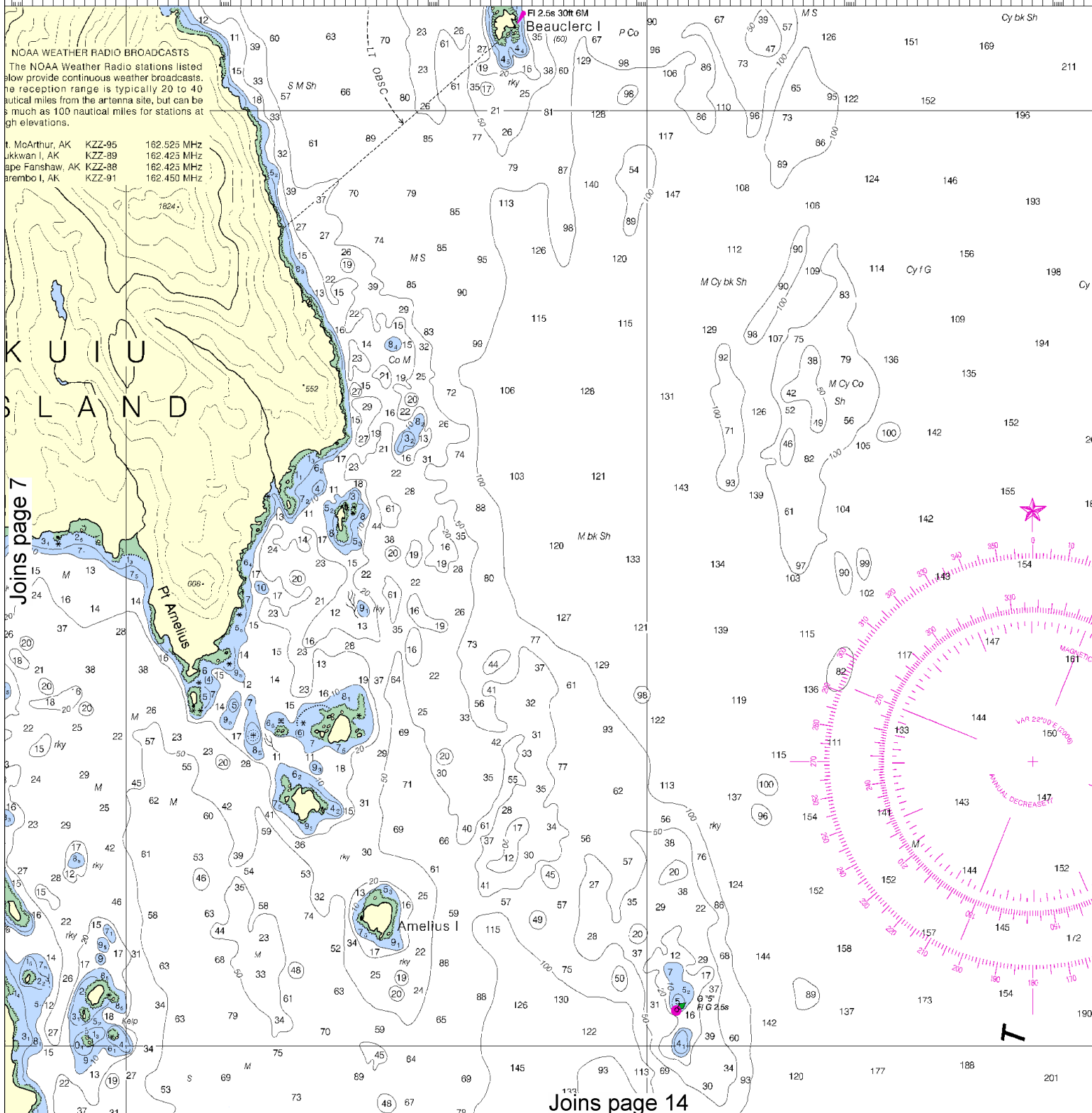
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.358" southward and 6.271" westward to agree with this chart.

SCALE 1:40,000
Nautical Miles



CONTINUED ON CHART 17360



Joins page 7

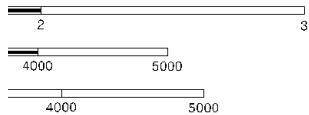
Joins page 14



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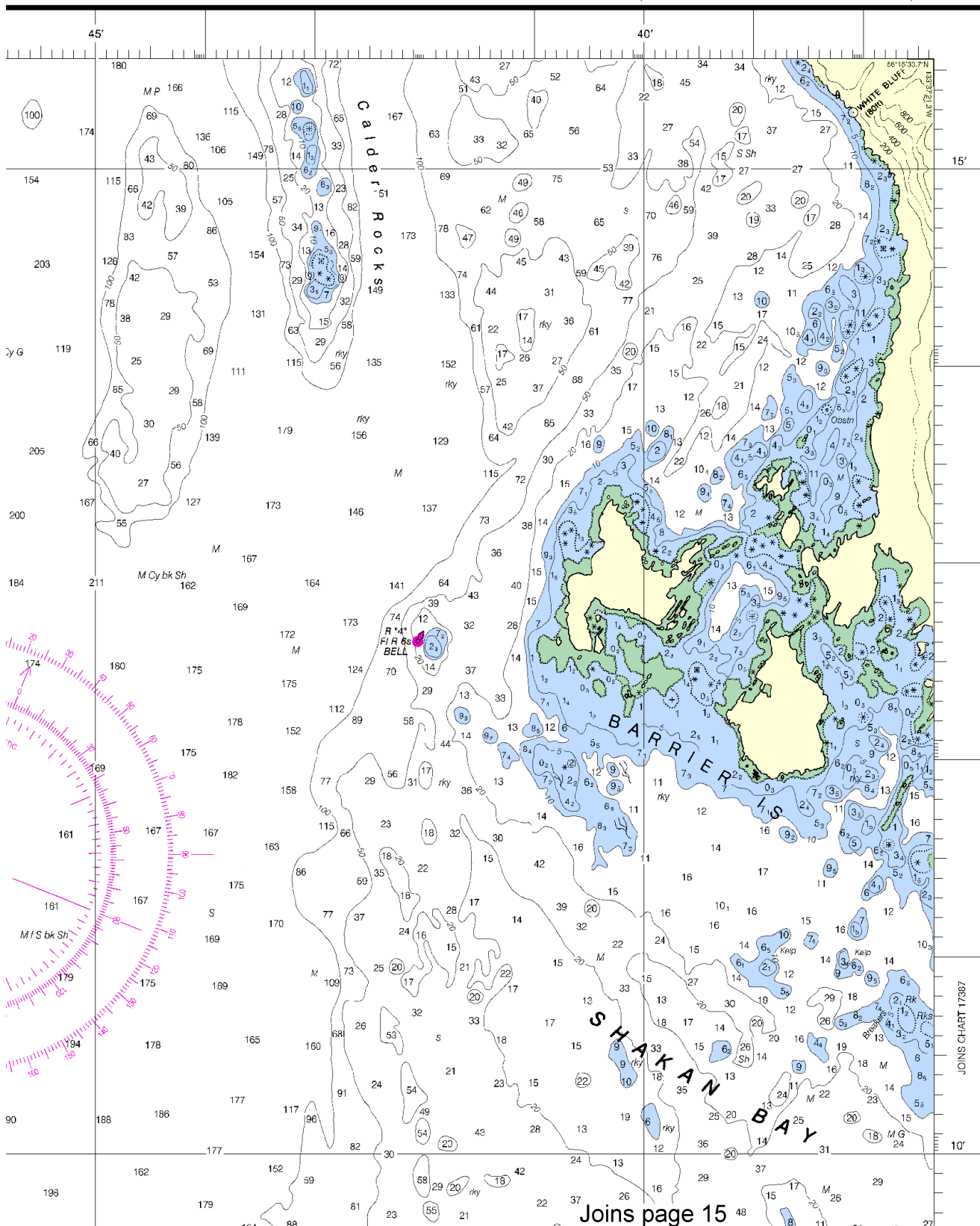
SCALE 1:40,000
Nautical Miles

See Note on page 5.



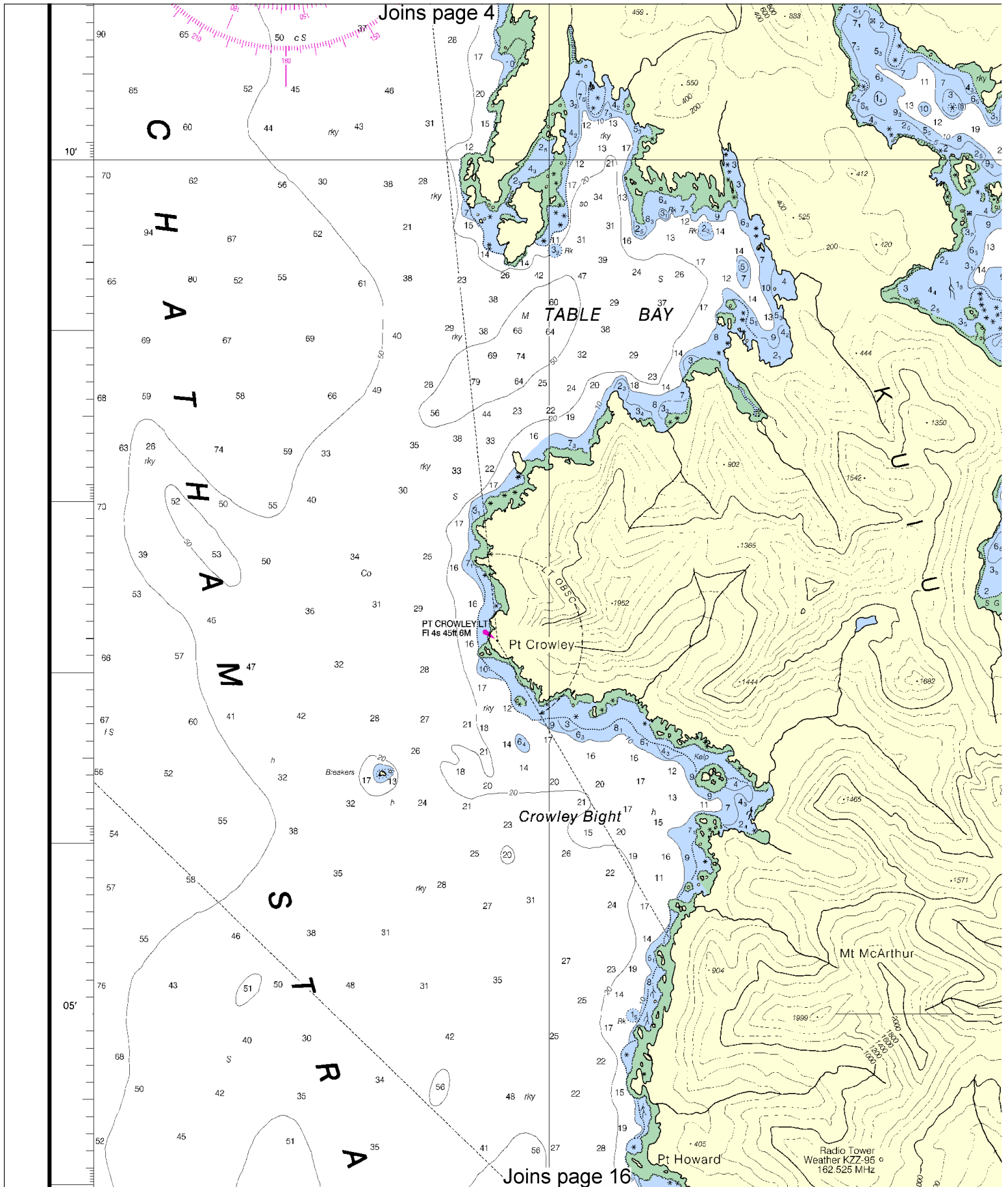
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



17386

Joins page 4



Joins page 16

10



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

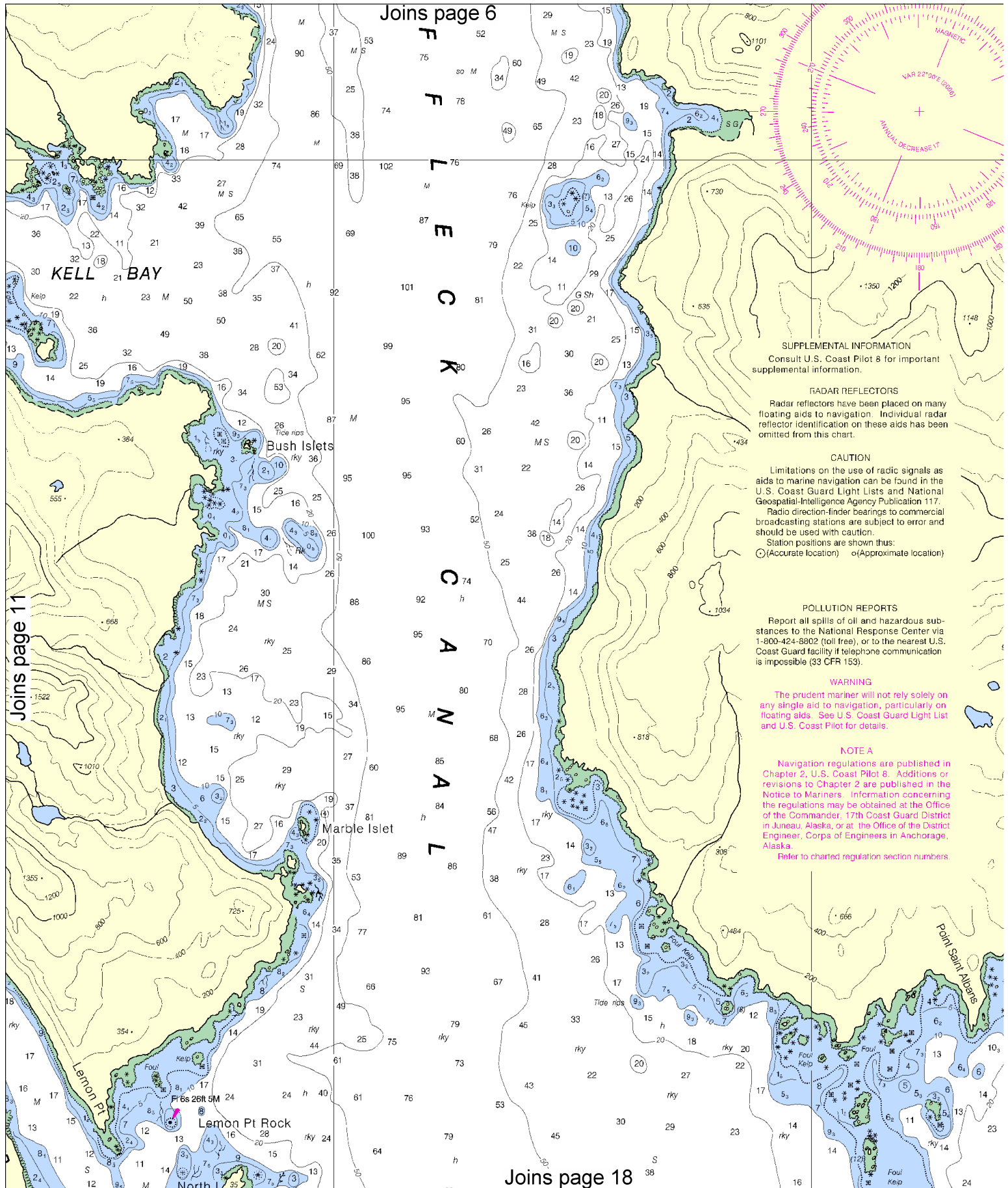


Joins page

Report all substances to the 1-800-424-8802 Coast Guard facility if it is impossible (33)

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Navigation
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Alaska.
Refer to ch



Joins page 6

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Limitations on the use of radic signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◊ (Approximate location)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

Joins page 11

Joins page 18

12

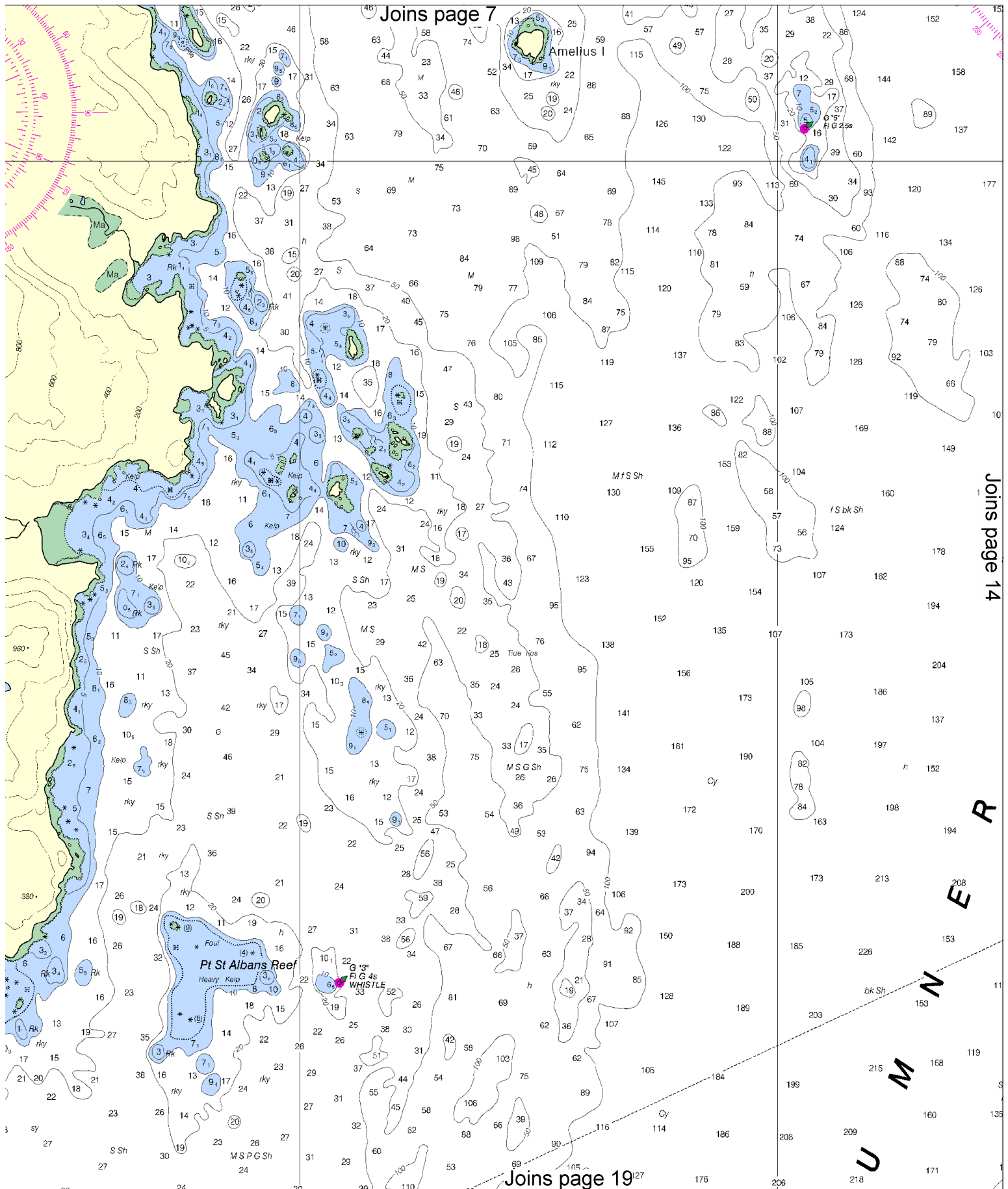


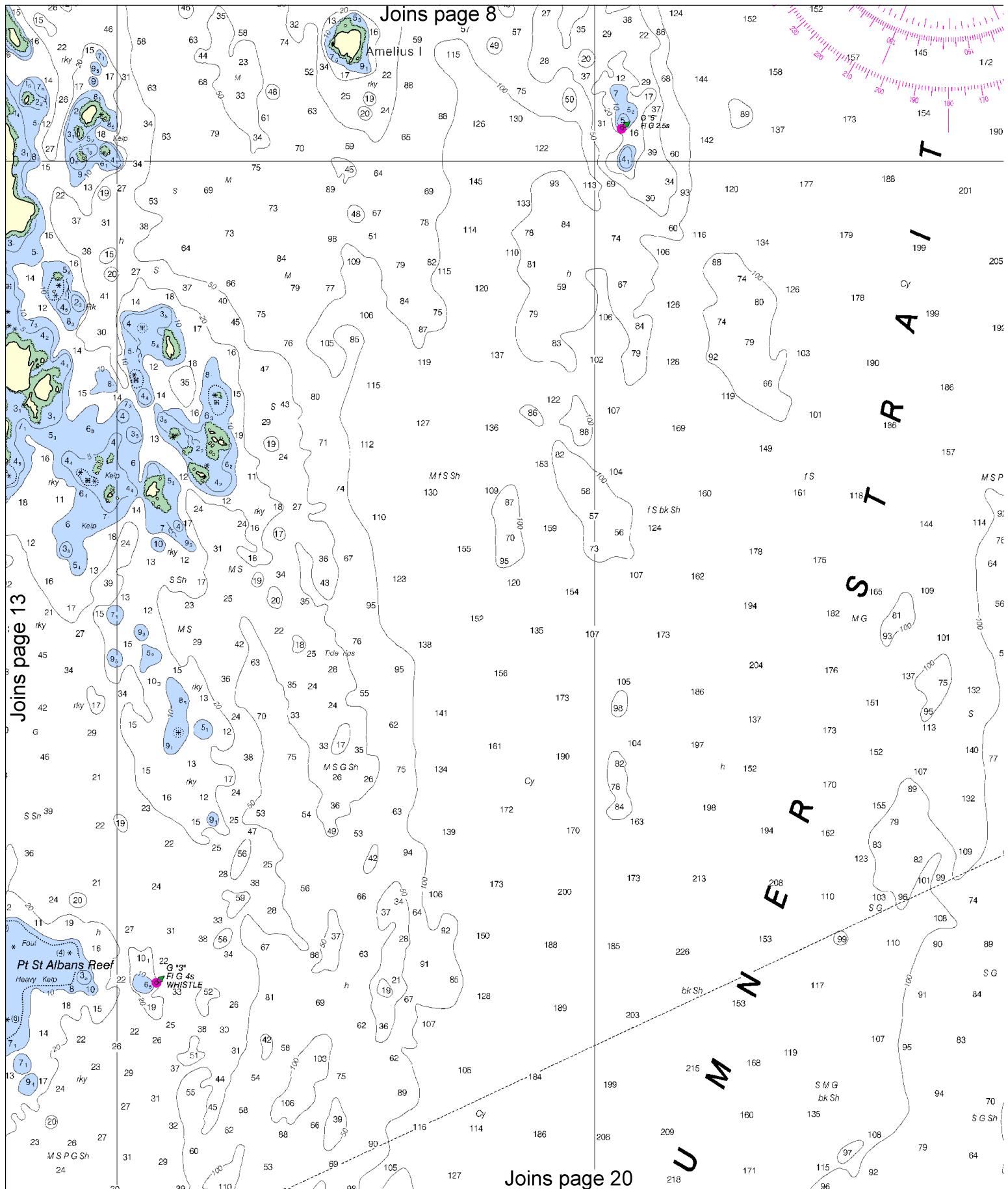
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







14

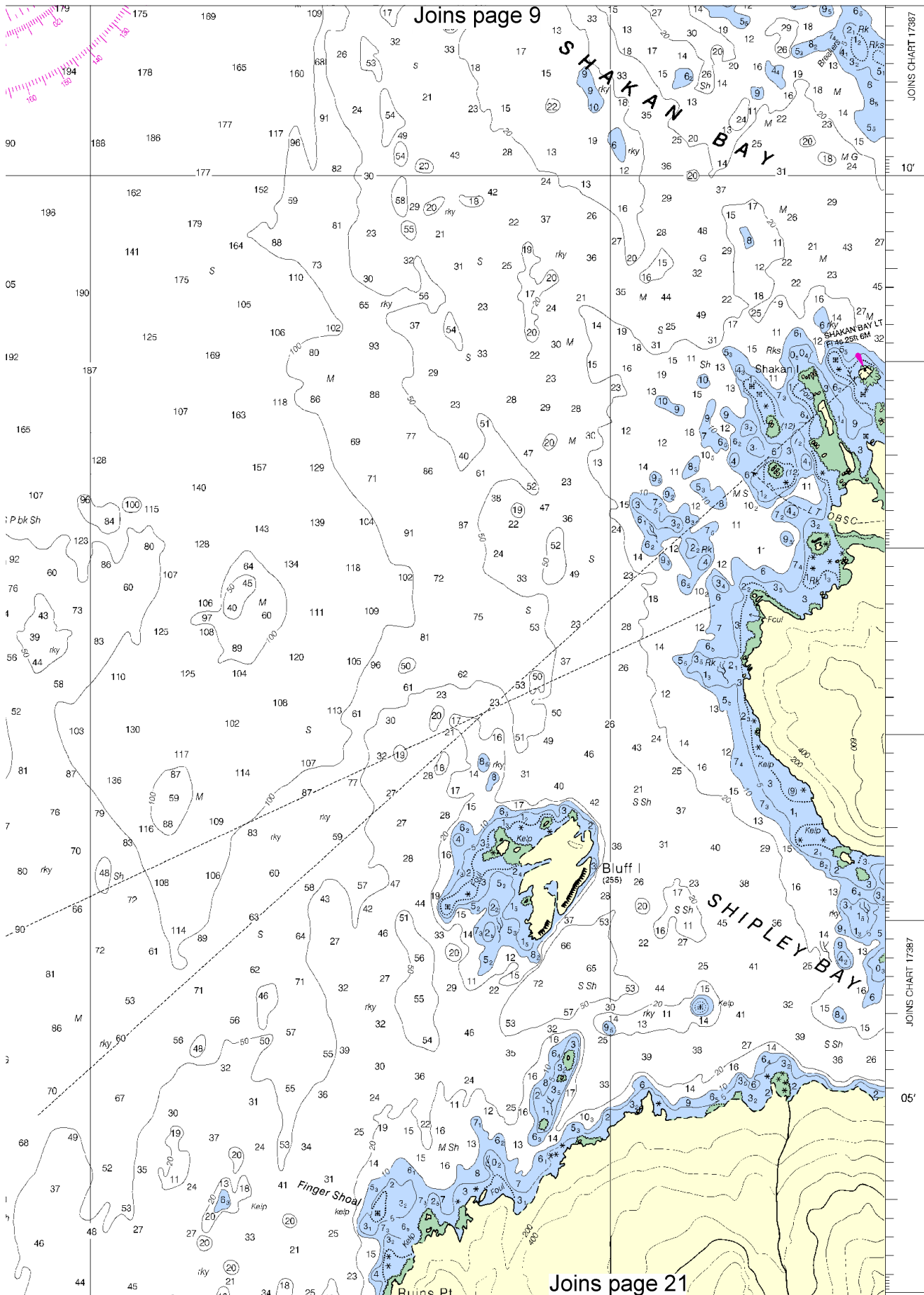


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 10

CONTINUED ON CHART 17320

4th Ed., May / 06
17386

Corrected through NM May 27/06
Corrected through LNM May 23/06

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

16



Printed at reduced scale.

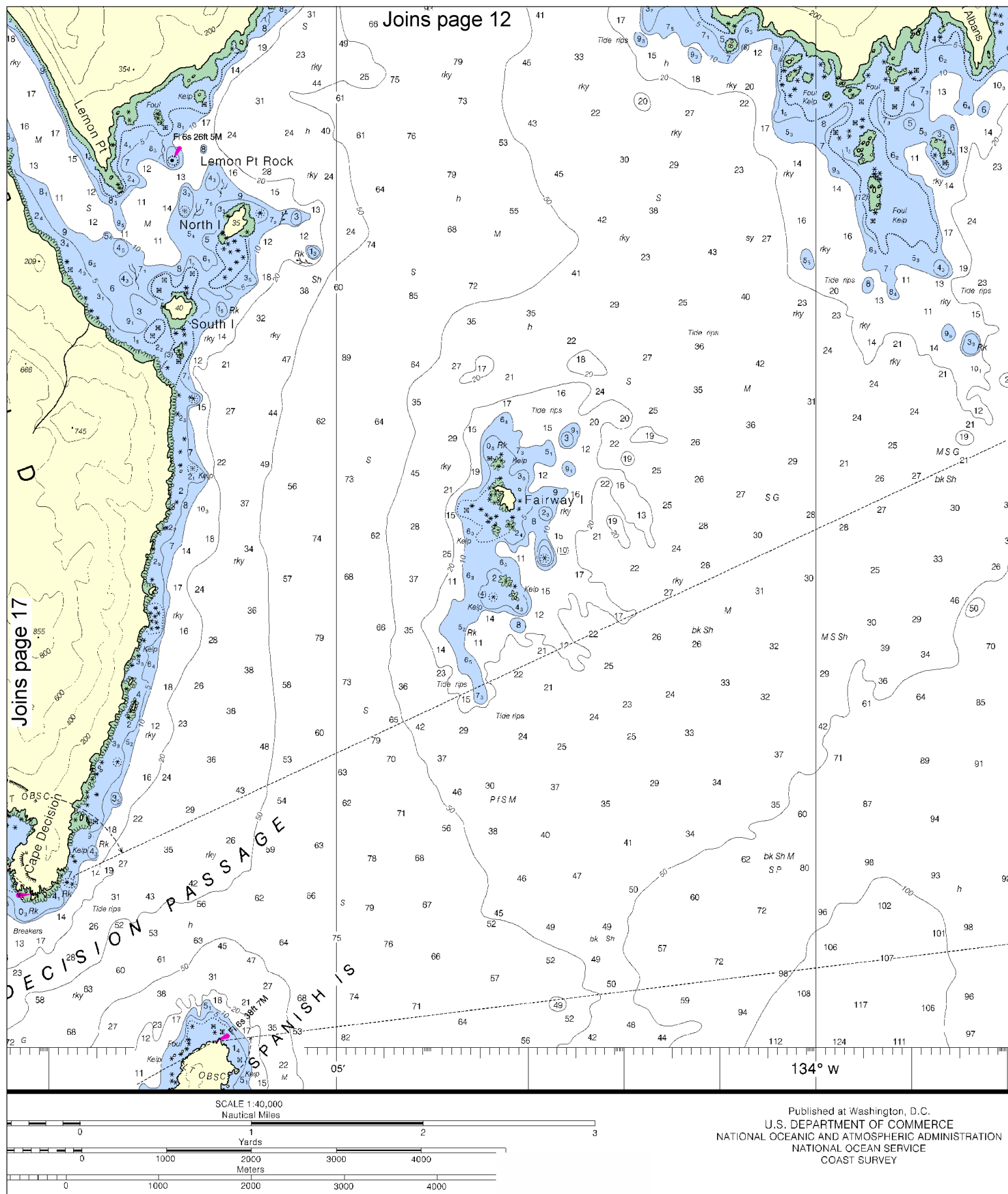
SCALE 1:40,000
Nautical Miles

See Note on page 5.

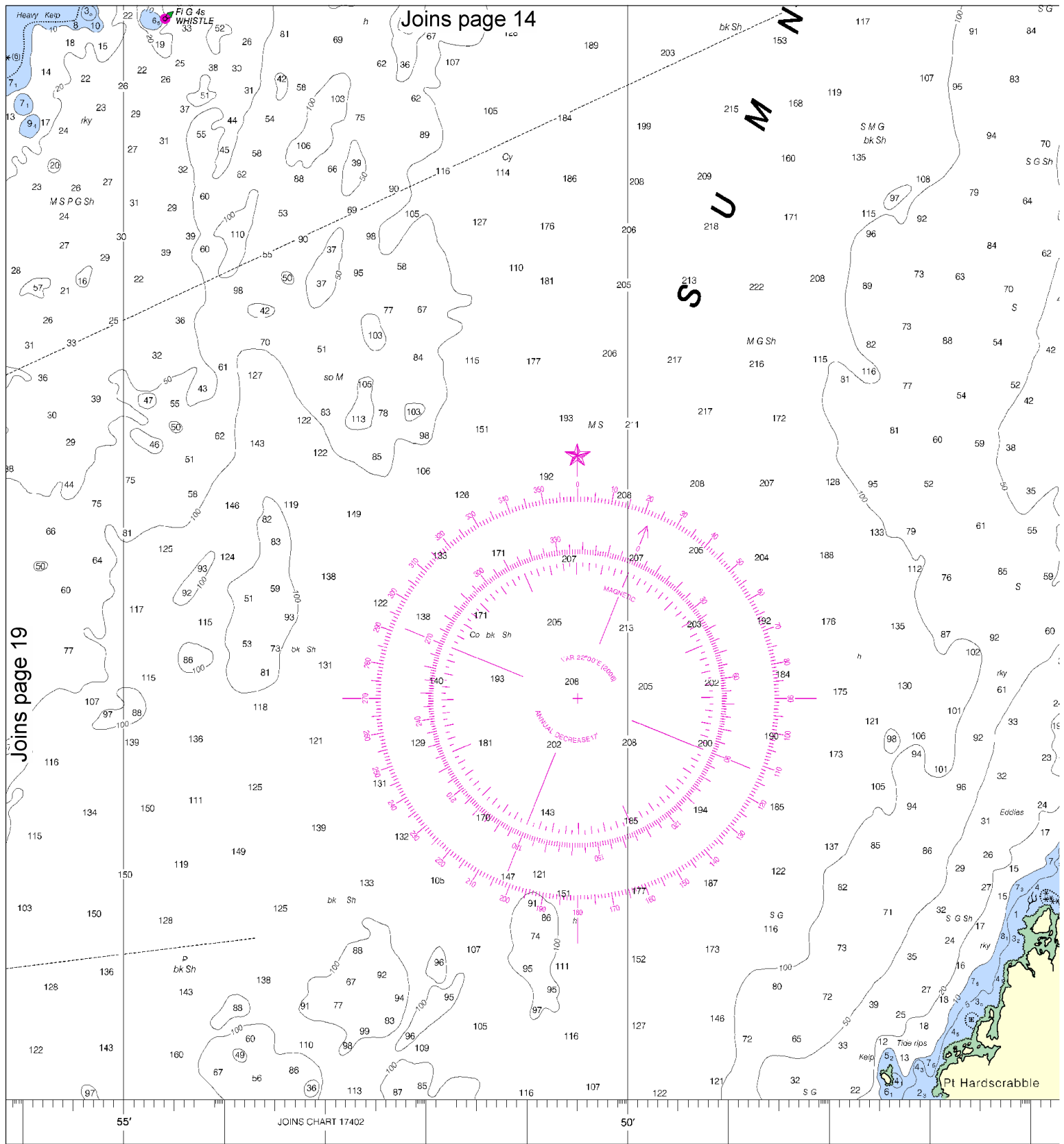


- Joins page 18

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL SYSTEMS DIVISION



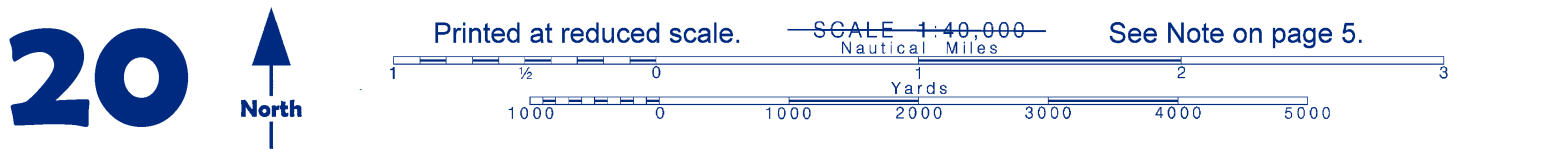
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes



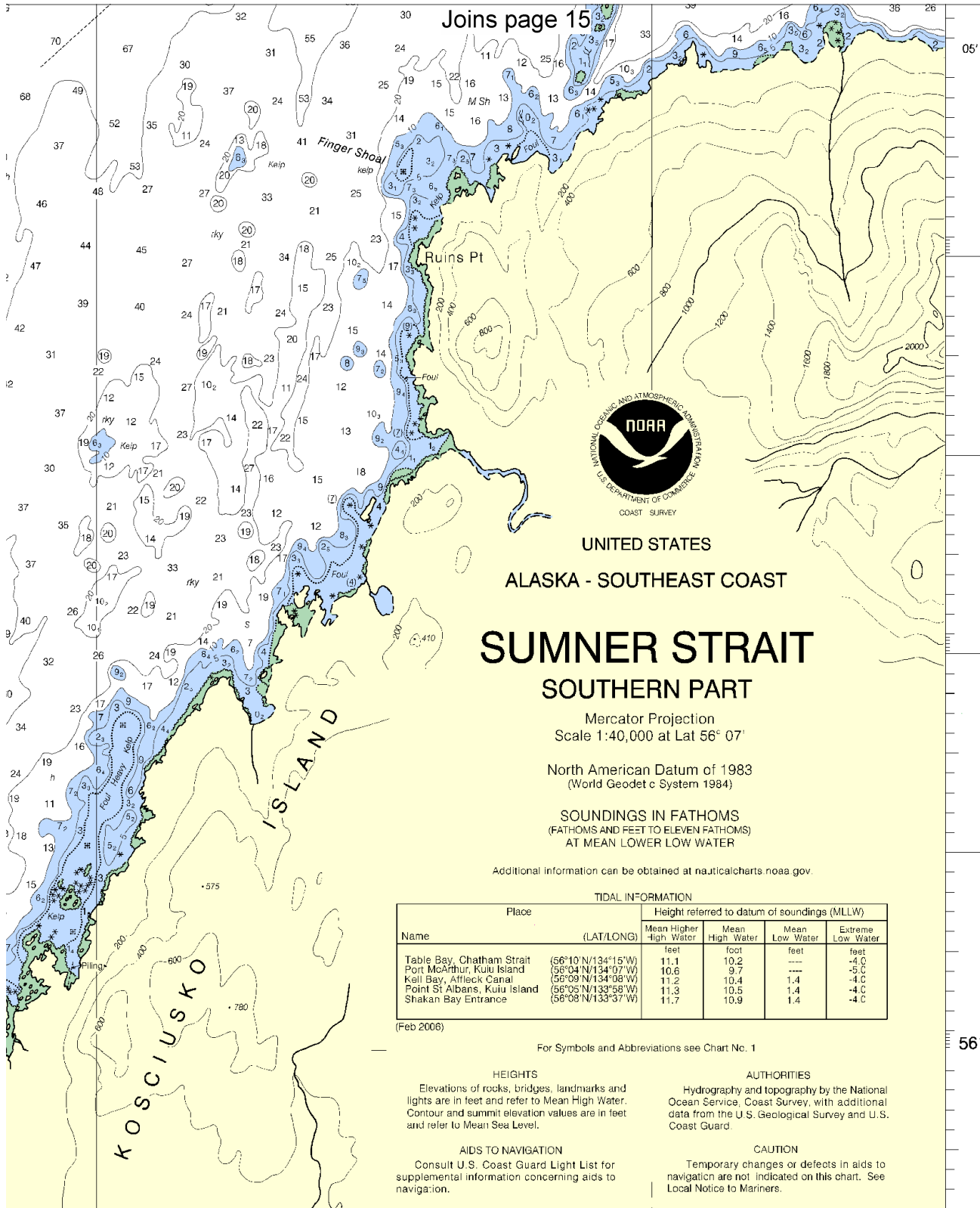
COLREGS. 80.1705 (see note A)
 Regulations for Preventing Collisions at Sea, 1972.
 Area of this chart falls seaward of the COLREGS Demarcation Line.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



Joins page 15



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Sumner Strait
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17386



ED. NO. 4



NSN 7642014011407
NGA REFERENCE NO. 17BH-A17386

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.